

Title (en)
Rotary electric machine for vehicle

Title (de)
Rotierende elektrische Maschine für Fahrzeuge

Title (fr)
Machine électrique tournante pour véhicule

Publication
EP 1102385 A3 20030402 (EN)

Application
EP 00125139 A 20001117

Priority
• JP 32823399 A 19991118
• JP 2000072982 A 20000315
• JP 2000072973 A 20000315
• JP 2000091850 A 20000329
• JP 2000091859 A 20000329

Abstract (en)
[origin: EP1102385A2] A rotary electric machine for a hybrid vehicle includes a rotor connected between a vehicle engine (100) and a torque transmission mechanism (300) at the back of the vehicle engine (100) and a stator (210). The rotor includes an outer rotor portion (230) having an inner surface electro-magnetically connected to the outer surface of the stator (210), an inner rotor portion (220) having an outer surface electro-magnetically connected to the inner surface of the stator (210). The stator (210) includes a stator core (211) disposed between the inner rotor portion (220) and the outer rotor portion (230) and a multi-phase stator winding (212) wound on the stator (210) to be electro-magnetically connected with both the outer rotor portion (230) and inner rotor portion (220). <IMAGE>

IPC 1-7
H02K 21/12; H02K 16/00; H02K 7/18; H02K 7/14; H02K 3/28; B60K 6/04

IPC 8 full level
B60K 6/26 (2007.10); **B60K 6/40** (2007.10); **B60K 6/448** (2007.10); **B60K 6/485** (2007.10); **H02K 3/28** (2006.01); **H02K 7/00** (2006.01); **H02K 7/18** (2006.01); **H02K 16/00** (2006.01); **H02K 21/12** (2006.01)

CPC (source: EP US)
B60K 6/26 (2013.01 - EP US); **B60K 6/40** (2013.01 - EP US); **B60K 6/448** (2013.01 - EP US); **B60K 6/485** (2013.01 - EP US); **B60L 7/06** (2013.01 - EP US); **B60L 15/007** (2013.01 - EP US); **B60L 15/2009** (2013.01 - EP US); **B60L 50/16** (2019.01 - EP US); **B60L 50/61** (2019.01 - EP US); **H02K 3/28** (2013.01 - EP US); **H02K 7/006** (2013.01 - EP US); **H02K 7/1815** (2013.01 - EP US); **H02K 16/00** (2013.01 - EP US); **H02K 21/12** (2013.01 - EP US); **B60L 2210/40** (2013.01 - EP US); **B60L 2240/12** (2013.01 - EP US); **B60L 2240/421** (2013.01 - EP US); **B60L 2240/423** (2013.01 - EP US); **B60L 2240/441** (2013.01 - EP US); **B60L 2240/443** (2013.01 - EP US); **B60L 2270/145** (2013.01 - EP US); **Y02T 10/62** (2013.01 - EP US); **Y02T 10/64** (2013.01 - EP US); **Y02T 10/70** (2013.01 - EP); **Y02T 10/7072** (2013.01 - EP US); **Y02T 10/72** (2013.01 - EP US); **Y10S 903/906** (2013.01 - EP US); **Y10S 903/951** (2013.01 - EP US)

Citation (search report)
• [XY] DE 19704652 C1 19980730 - KNESTEL ANTON [DE]
• [XY] WO 9939426 A1 19990805 - SCHROEDL MANFRED [AT]
• [PXA] US 6114784 A 20000905 - NAKANO MASAKI [JP]
• [Y] PROFUMO F ET AL: "Axial flux machines drives: a new viable solution for electric cars", INDUSTRIAL ELECTRONICS, CONTROL, AND INSTRUMENTATION, 1996., PROCEEDINGS OF THE 1996 IEEE IECON 22ND INTERNATIONAL CONFERENCE ON TAIPEI, TAIWAN 5-10 AUG. 1996, NEW YORK, NY, USA,IEEE, US, 5 August 1996 (1996-08-05), pages 34 - 40, XP010203377, ISBN: 0-7803-2775-6

Cited by
WO2023166442A1; WO2019013689A1; EP3598617A3; CN103847959A; CN110460169A; EP2528206A1; DE10248715A1; GB2417140B; FR3133281A1; FR2852162A1; FR2967314A1; EP1873888A3; EP1879283A4; SE541438C2; EP3652844A4; GB2501016A; GB2501016B; CN111435812A; US8796895B2; US6936933B2; US7637333B2; WO2004082100A3; WO228674A1; US7250702B2; US8808096B2; US8575812B2; US9718343B2; WO2006016134A1; EP1766756B1; WO2005083871A1; WO2006005511A3; WO2024054166A1; TWI624134B; US9273755B2; US9704631B2; US9391489B2; US11466655B2

Designated contracting state (EPC)
AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU MC NL PT SE TR

DOCDB simple family (publication)
EP 1102385 A2 20010523; **EP 1102385 A3 20030402**; **EP 1102385 B1 20060510**; DE 60027840 D1 20060614; DE 60027840 T2 20061228; US 6590312 B1 20030708

DOCDB simple family (application)
EP 00125139 A 20001117; DE 60027840 T 20001117; US 71487500 A 20001117